

COUNTRY Eastern Germany

TOPIC Werneuchen Airfield

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EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 25 August to 27 September 1952

DATE OBTAINED

DATE PREPARED 4 November 1952

REFERENCES

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PAGES 6 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto

REMARKS

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1. The following observations were made at Werneuchen airfield between 25 August and 17 September:

25 August. Between 8 and 8:30 a.m., source observed that local flying was practiced over the field.

26 August. Between 8 and 11 a.m., take-offs were made by jet bombers of both types at intervals of 5 to 6 minutes. The aircraft taxied under their own power from the dispersal areas to the east end of the runway.

2 September. Between 6:30 a.m. and 3 p.m., there was air activity by jet bombers over the field. The weather was cloudy with intermittent rain showers.

3 September. Jet bombers practiced flying between 6:30 and 11 a.m.

4 September. There was air activity by jet bombers between 7 a.m. and 5 p.m. and between 7:30 and 10 p.m. One IL-28 each towing an air sleeve took off at 3:20, 3:35, 3:50 and 3:59 p.m. The four planes circled over the field and practiced firing at their air sleeves, two planes practicing together. The aircraft attacked the air sleeves towed by the planes flying ahead. Thereafter, the attacked planes flew behind in order to attack the sleeve targets of the other two planes. About 5 p.m., flying discontinued because of heavy rain. Take-offs were again made by jet bombers at 7:30, 7:50 and 8:15 p.m. Further take-offs at intervals of about 20 minutes were made until 9:50 p.m. No air activity was observed after 10 p.m. The flying aircraft had set position lights and lighted cabins. When taking off, a searchlight illuminated the runway for a few minutes until the plane was airborne.

9 September. Flying was practiced by jet bombers between 7 a.m. and noon and between 3 and 6:30 p.m. Individual take-offs were made at irregular intervals until about noon. Some of the planes departed from the field and were no longer observed. Landings were observed at 8:04, 8:10, 8:14, 8:20 and 8:34 a.m. Further landings were made until noon at irregular intervals. The same air activity was conducted in the afternoon. Take-offs were observed being made at 3:00, 3:30, 3:47, 4:11, 4:32, 4:41, 4:56 and 5:18 p.m. Landings were made at

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4:18, 4:31, 4:52 and 5:15 p.m.

12 September. There was air activity by jet bombers between 8 a.m. and noon and between 3 and 6:30 p.m. In the morning, take-offs were made at 8:03, 8:07, 8:28, 8:34, 8:51, 9:13, 9:29, 9:42, 10:03, and 10:09 a.m.

16 September. Thirty-five jet bombers were counted in front of the hangars. Night flying was practiced between 7:30 p.m. and 1 a.m. Take-offs were made at 8:30, 8:45, 8:52, 9:11, 9:30, 9:38, 9:58, 10:19, 10:22, 10:23, 10:24, 10:25, 10:27, 10:30, 10:31, 10:34, 10:35, 10:36, 10:37, 10:38, 10:42, 10:48, 10:50, 10:52, 10:57, 11:12, 11:31 and 11:39 p.m. The first landings were observed at 9:16, 9:37, 10:08, 10:24, 10:40, 10:58, 11:14 and 11:30 p.m. During night flying activity, a rotary searchlight was in operation from time to time.

17 September. Formation flying was practiced in the morning. The aircraft flew off so that they could not be observed. No air activity was observed in the afternoon.

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3. Between 8 and 25 September, the following observations were made at the field:

8 September. There was no air activity.

9 September. Flying was practiced by two IL-28s between 8 and 10 a.m.

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10, 11 and 12 September. Maintenance work on aircraft and air activity was in progress. On 12 September, three jet bombers [REDACTED] were being loaded with six bombs each. The bombs were about 1 meter long.

13 September. Two jet bombers [REDACTED] made one flight over the field both at 6 and 10:50 a.m.

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15 and 16 September. There was again maintenance work and air activity. The engine of the jet bomber [REDACTED] was being replaced.

17 September. After 5:10 p.m., nine planes took off, assembled in wedge formations and, subsequently, left the field.

18 and 19 September. There was air activity during day and night. On 19 September, the engine of a jet bomber [REDACTED] was being replaced. On several days between 8 and 19 September, 36 jet bombers of both types, 1 Yak-11s and 2 Li-2s were counted at the field, in addition to a varying number of U-2s.

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22, 24, 25 and 26 September. Jet bombers regularly practiced flying throughout the day. At 9:30 a.m. on 23 September, 64 jet bombers of both types, 4 Yak-11s and 2 Li-2s were parked at the field.

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4. On 11 September, source observed that the side cowling near the left front gun of a jet bomber [REDACTED] was removed. The battery truck was connected to the plane. A man did some work on the weapon and then gave a signal, whereupon a soldier sitting on the pilot's seat operated the gun. The individual reports were heard at intervals of about 1 second. This procedure was repeated several times, also with the right front weapon.

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5. According to construction designs, 48 containers are to be set up in the new southern fuel dump. The type plate of a container read: "Brewing Machine Factory Halle, VEB, 21.8 cubic meters." Source learned from a drawing that the northern fuel dump was also to be provided with 48 tanks of 21.8 cubic meters each. It could not be determined whether the containers already available there were to be used. Twenty-one containers of various sizes, lay there above the ground on 19 September. Source made a sketch of fuel tank pit I in the southern fuel dump. Twelve fuel containers were to be emplaced in this pit. The other fuel tank pits II, III and IV are to be constructed in the same manner as pit I. (2)

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7. An AA emplacement of eight 85-mm guns was observed between the third and fourth hardstands of the northern taxiway, 250 to 300 meters north of the old Mirschfelder Strasse. Another emplacement of six guns was in the southwestern curve of the southern taxiway. (h)

8. The following air activity was observed at the field between 15 and 27 September:

15 September. Between 6:58 and 11:20 a.m., 18 jet bombers of both types took off and made local flights. Their flight time varied.

16 September. Individual planes flew in fair weather. A few minutes after the take-offs by some jet bombers, detonations were heard from the west-northwest. Twenty-one take-offs by jet bombers of both types were observed between 7:05 a.m. and 3:05 p.m.

There was night flying after 8:35 p.m.

18 September. IL-28s took off at 8:40, 8:50, 9:18, 9:25 and 10:11 a.m. Detonations were again heard from the west-northwest. A Li-2 plane circled over the field between 6:30 and 7:30 p.m. Parachute jumps were made between Wegendorf and Wesendahl.

19, 20 and 21 September. There was no air activity. At 5 p.m. on 19 September, 23 MiG-15s in group wedges flew over the field coming from the north-northwest. After circling once over the field, the planes left in the same direction.

22 September. An IL-28 took off at 10:30 a.m. No more air activity was observed throughout the day.

24 September. Four individual IL-28s took off at 10:15, 11:00 a.m., 1:05 and 1:35 p.m. It was raining and the degree of cloudiness changed.

25 September. There was air activity between 7:10 a.m. and 4:15 p.m. Detonations were heard from the west-northwest. Nine IL-28s taking off were observed between 7:10 a.m. and 9:10 a.m.

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27 September. An IL-28 took off at 7:20 a.m. At the same time three MiG-15s flew over the field at an altitude of about 800 meters and headed northwest.

9. At 7:31 a.m. on 13 September, 70 EM wearing black-bordered blue epaulets and 3 officers, including a lieutenant colonel and a lieutenant, marched from the railroad station to the airfield. The soldiers were not armed, but they carried gear. They had arrived with the passenger train from the direction of Wriezen. At 7 p.m. on 24 September, 1 officer and 7 EM wearing black-bordered blue epaulets, without arms but with gear, went to the field coming from the railroad station, where they had arrived with the train from Wriezen.

10. The following observations were made at the field between 15 and 19 September:

17 September. Nine jet bombers practiced take-offs and landings between 8:20 and 9:50 a.m. A twin-engine plane [redacted] landed at 3:25 p.m.

18 September. Between 8:30 and 9:45 a.m., one type-30 jet bomber was observed flying. After 5:15 p.m., parachute jumps were made from a twin-engine plane. Jumps were made by one parachutist at 5:30 and by six parachutists at 5:35 p.m. After two interim landings at 5:50 p.m. and 6:20 p.m., six and five jumps respectively were made. All the parachutists landed on the area east of the small woods where the new fuel dump is under construction.

19 September. There was no air activity throughout the day. Night flying started at 6:50 p.m. Its ending was not observed. (1)

11. [redacted] 25X1

12. Two T-shaped antenna rods each were fitted on the mid-underside of each wing between the fuselage and the engines on two IL-28s [redacted] 25X1
[redacted] The rod was about 40 cm long, and the cross bar had an estimated length of 15 cm. (6)

13. Railroad tank cars which arrived from Riesa Harbor between 13 and 19 September included 24 cars on 13 September, 3 cars on 14 September, and 3 cars on 19 September. [redacted] 25X1

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14. Source learned from a Soviet sergeant that a Russian soldier gets a monthly pay of 390 eastmarks. The sergeant also said that the jet bombers have a fuel capacity of 7,000 liters. (7)

15. Between 16 and 26 September, two railroad tank cars for Werneuchen airfield were observed in Rummelsburg. [REDACTED] Allegedly the fuel storage facilities at the field were filled to capacity. This accounts for the arrival of only two railroad tank cars between 16 and 26 September. The emptying of the cars took four days.

[REDACTED] Comments.

(1) On 23 September, source observed 64 IL-28s at Werneuchen airfield. Previously only 36 IL-28s were carried at the field. [REDACTED]

a. Thirteen aircraft of the bomber regiment in Brand were observed in Werneuchen. Since no IL-28s were observed in Brand after 22 September it is believed that the Brand regiment with all its IL-28s, about 18, was stationed in Werneuchen.

b. [REDACTED]

c. The two bomber regiments in Werneuchen are still believed to be equipped with a total of 36 IL-28s. If these three assumptions are correct a total of 66 aircraft, i.e. 36 plus 12 plus 18, are stationed at the field. This number almost agrees with the observed number of 64. It is possible that source did not observe all the planes.

The large number of planes was probably assembled at the field because of the fall maneuvers. However, it is not known for what purpose the 12 aircraft from outside the Soviet Zone of Germany were stationed at Werneuchen airfield. The air activity observed indicates that the bomber pilots are well trained.

(2) The information that the new fuel dump in the southeastern section of the field is to be provided with 48 tanks each of 21.8 cubic meters was reported previously. [REDACTED] The statement that also the old dump in the northern section of the field is to be provided with the same storage capacity is received for the first time. It is believed to be credible. Upon completion of the two fuel dumps, Werneuchen would have the same storage capacity as Brand airfield, i.e. about 2 million liters. The fuel dump in the southern section is divided into four identical fuel tank pits, each with 12 containers of 21.8 cubic meters. For schematic sketch of fuel tank pit, see Annexes 1 and 2.

(3) The information that a tank truck has a capacity of 4,000 liters disagrees with the report by another source from a fighter airfield who stated that the trucks had a capacity of 3,000 liters. [REDACTED] However, it is believed possible that the tank trucks at bomber airfields are larger than those at fighter fields.

(4) These AA gun emplacements were reported previously.

(5) [REDACTED] which cannot be commented on.

(6) Same source previously observed similar attachments the purpose of which is not known. [REDACTED]

(7) This information appears to be correct.

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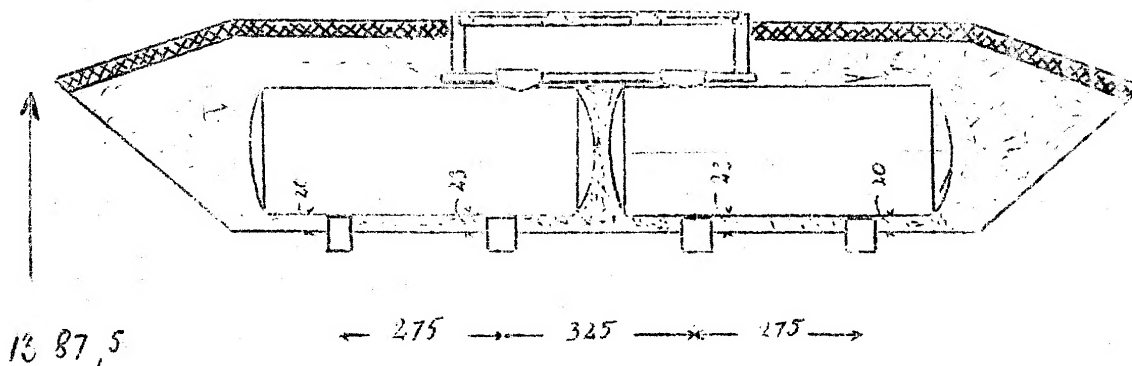
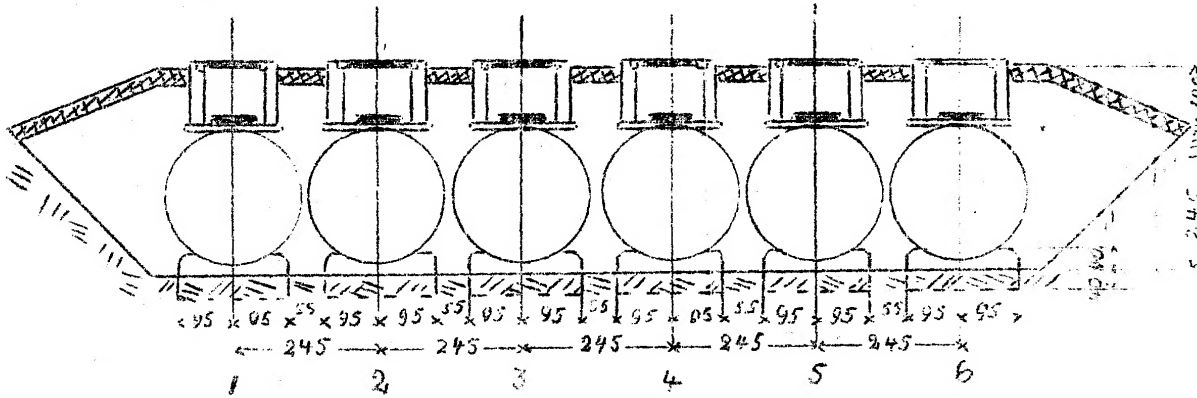
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Cross Sections of Tank PitFuel Dump in Southern Section of Wenneuchen Airfield

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